Commercial.

THIS DAY.

Noon.

We have not a single transaction to report from the Share Market this morning. Banks are rather firmer, offers to buy at quotation for cash and 193 for the end of November failing to bring holders to terms. Indo-China S. N. Co.'s shares have gone down to 20 dis., but no buyers at that figure have been forthcoming. China Sugars are still improving and are now wanted at 137 for cash and 140 for December 31st. Nothing in other stocks requires special mention.

4 o'clock p.m.

Banks are firmer since noon, buyers now ruling the market at 188 per cent. premium. Hongkong Fires have been negociated at 352½ per share, and Docks at 57 premium, the latter stock leaving off with buyers at the above named figure. China Sugars are much firmer, and although no business has been done the scrip is now in demand at 140 for cash and 142 for the end of December. Other stocks remain as per annexed list.

SHARES.

Hongkong and Shanghai Bank— ... ...
Hongkong and Shanghai Bank—New Issue 188 per cent. premium, buyers.
Union Insurance Society of Canton—$625 per share, sellers.
China Traders' Insurance Company—$73 per share, buyers.
North China Insurance—Tls. 1,400 per share.
Canton Insurance Company, Limited—$105 per share, buyers.
Yangtsze Insurance Association—Tls. 1020 per share, sellers.
Chinese Insurance Company—$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$352½ per share, sales.
China Fire Insurance Company—$365 per share.
Hongkong and Whampoa Dock Company—57 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—$50 per share, premium, buyers.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—20 per cent. dis., sellers.
China Sugar Refining Company, Limited—$140 per share, buyers.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$77 per share.
Hongkong Ice Company—$155 per share, sellers.
Hongkong and China Bakery Company, Limited—$80 per share, buyers.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7½
Bank Bills, on demand 3/8½
Bank Bills, at 30 days' sight.....3/8½
Bank Bills, at 4 months' sight.....3/8½
Credits, at 4 months' sight.....3/8½
Documentary Bills, at 4 months' ... sight..... 3/8½ @ 3/9
ON PARIS.—
Bank Bills, on demand 4.70
Credits, at 4 months' sight 4.80
ON BOMBAY.—Bank, T.T.....223½
ON CALCUTTA.—Bank, T.T.....223½
On Demand 223½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

OPIUM MARKET.—THIS DAY.

NEW MALWA .....per picul, $535
(Allowance, Taels 72.)
OLD MALWA .....per picul, $575
(Allowance, Taels 72.)
NEW PATNA, high touch (without choice) per chest $570
NEW PATNA, high touch (first choice) per chest..... $572½
NEW PATNA, high touch (bottom) per chest $577½
NEW PATNA, high touch (second choice) per chest $567½
NEW PATNA, low touch (without choice) per chest $567½
NEW PATNA, low touch (first choice) per chest..... $570
NEW PATNA, low touch (bottom) per chest $575
NEW PATNA, low touch (second choice) per chest $565
OLD PATNA, per chest $595
NEW BENARES, high touch (without choice) per chest $553½
NEW BENARES, high touch (bottom) per chest..... $568½
NEW PERSIAN (best quality) per picul, $485 @ $525
OLD PERSIAN (best quality) per picul, $375 @ $400
OLD PERSIAN (second quality) per picul, ...$265 @ $325

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. Previous day at 4 P.M.	Manila. On date at 10 A.M.
Barometer.....	30.03	30.00	29.96	29.94	30.12	30.03	29.99	29.98
Thermometer attached	81.0	80.0	86.0	75.0	73.0	66.3	80.9	84.8
Direction of Wind	N	E	NE	NE	NE	N	NW	ESW
Force	3	2	2	2	3	2	2	2
Dry Thermometer	80.0	79.0	—	—	72.3	66.0	84.7	85.0
Wet Thermometer	72.3	70.0	—	—	63.0	62.0	75.0	75.8
Weather	b c	b c	—	—	b c	b c	r b	c b
Hour's Rain.....	—	—	—	2	—	—	—	—
Quantity fallen.....	—	—	—	0.80	—	—	—	—

(Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points; N., N.N.E., N.E., etc.—Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rainy, S. Snow, T. Thunder, U. Bad, threatening, V. Visibility, W. Storm, Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated to tenths, tens and hundreds.

Shipping.

ARRIVALS.

DIAMANTE, British steamer, 514, R. F. Cullen, 6th October,—Amoy 5th October, General.—Russell & Co.
PING-ON, British steamer, 574, A. A. McCaslin, 6th October,—Haiphong 29th September, and Hoihow 2nd October, General.—Russell & Co.
CHEANG HOCK KIAN, British steamer, 956, F. Webb, 6th October,—Penang 26th Sept., and Singapore 30th, General.—Bun Hin Chan.
WELLE, German steamer, 393, E. Piper, 7th October,—Hoihow 5th October, General.—Wieler & Co.
IOLANI, British steamer, 981, Wallace, 7th Oct.,—Nagasaki 3rd October, Coals.—Arnhold, Karberg & Co.
KUMAMOTO MARU, Japanese steamer, 1,910, J. Drummond, 7th October,—Kobe and Nagasaki 3rd October, General.—Mitsu Bishi M. S. S. Co.
GREYHOUND, British steamer, 227, D. Scott, 7th October,—Hoihow 5th October, General.—Adamson, Bell & Co.
CHI-YUEN, Chinese steamer, 1,196, F. H. Wallace, 7th October,—Amoy 6th Oct., General.—C. M. S. N. Co.
FOKIEN, British steamer, 508, Harris, 8th Oct.,—Tamsui 5th October, and Amoy 7th, General.—D. Lapraik & Co.
SHEN-CHI, Chinese gunboat, 8th October,—from Canton.
HWAI-YUEN, Chinese steamer, 984, Wilson, 8th October,—Shanghai 5th October, General.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Diamante, British steamer, for Manila.
Seine, British steamer, for Singapore.
Cheang Hock Kian, British str., for Swatow, &c.
Greyhound, British steamer, for Hoihow.

DEPARTURES.

October 7, *Naples*, British str., for Foochow.
October 7, *Bellona*, German str., for Saigon.
October 7, *Citadel*, British 3-m. schooner, for Chefoo.
October 7, *Anadyr*, French str., for Shanghai.
October 7, *Godavery*, French steamer, for Yokohama.
October 8, *Cheang Hock Kian*, British steamer, for Swatow, &c.
October 8, *Hwai-yuen*, Chinese str., for Canton.
October 8, *Welle*, German steamer, for Hoihow.
October 8, *Crusader*, British steamer, for Singapore, Sydney, &c.

PASSENGERS—ARRIVED.

Per *Diamante*, str., from Amoy.—300 Chinese.
Per *Welle*, str., from Hoihow.—Mr. Bruce and 40 Chinese.
Per *Cheang Hock Kian*, str., from Penang, &c.—1 European on deck, and 475 Chinese.
Per *Ping-on*, str., from Haiphong, &c.—8 Chinese.
Per *Kumamoto Maru*, str., from Kobe, &c.—Mrs. Otake, Mr. Salamon, 11 Japanese, and 8 Chinese.
Per *Fokien*, str., from Tamsui, &c.—Mr. and Mrs. Leatherbarrow, and 12 Chinese.
Per *Greyhound*, str., from Hoihow.—4 Chinese.
Per *Hwai-yuen*, str., from Shanghai.—Mrs. Wilson and family, and 70 Chinese.
Per *Chi-yuen*, str., from Amoy.—21 Chinese.

DEPARTED.

Per *Citadel*, for Chefoo.—1 Chinese.
Per *Bellona*, str., for Saigon.—50 Chinese.
Per *Cheang Hock Kian*, str., for Swatow, &c.—430 Chinese.
Per *Thales*, str., for Sandakan.—Messrs. J. Orange and E. Major.

TO DEPART.

Per *Diamante*, str., for Manila.—300 Chinese.
Per *Seine*, str., for Singapore.—10 Chinese.
Per *Greyhound*, str., for Hoihow.—50 Chinese.

REPORTS.

The British steamship *Greyhound* reports left Hoihow on the 5th instant. Had strong N.E. winds with rain.

The British steamship *Diamante* reports left Amoy on the 5th instant at 6 p.m. Had fine weather throughout.

The Chinese steamship *Chi-yuen* reports left Amoy on the 6th instant. Had light monsoon and fine clear weather.

The Japanese steamship *Kumamoto Maru* reports from Kobe, and Nagasaki on the 3rd instant. Had favourable weather throughout.

The German steamship *Welle* reports left Hoihow on the 5th instant. From the 1st to 5th instant had N.E. gale and bad weather; afterwards had fine weather.

The Chinese steamship *Hwai-yuen* reports left Shanghai on the 5th instant at 3 a.m. Had fresh and moderate N. Easterly winds and fine weather to Lammocks; thence to port had light variable winds and calms.

The British steamship *Cheang Hock Kian* reports left Penang on the 26th ultimo, and Singapore on the 30th. The first part to lat. 12 N. had strong S. Westerly winds and thick squally weather; from thence to port had light N. Easterly winds and fine weather.

The British steamship *Iolani* reports left Nagasaki on Wednesday, the 3rd instant at 6 a.m. Had light variable winds until reaching lat. 29.30 N. and long. 126.30 E.; after which had strong N.N.W. wind and high cross sea. Wind gradually veering towards the N.E. until reaching lat. 23.30 N. and long. 119.40 E.; after which had light variable winds until arrival at Hongkong.

The British steamship *Fokien* reports left Tamsui on Friday, the 5th instant, and Amoy on Sunday, the 7th. From Tamsui to Amoy experienced strong N.N.E. breeze and fine clear weather, and from thence to port had light variable winds and fine clear weather. In Tamsui the steamship *China*. The steamship *Chi-yuen* left Amoy same day. Passed the steamship *Albay* outside Amoy harbour, bound in.

The British steamship *Ping-on* reports left Haiphong on the 29th ultimo. The steamship *Hainan* in port. Arrived in Hoihow on the 30th, and left again on the 2nd of October; passed Hainan Head at 7 a.m. same day. Wind blowing hard from the N.E. with a very heavy sea, and bad looking weather. At 10 a.m. eleven miles from the Hainan Head all three steamers returned back to Hoihow. Wind blowing all day and all night, with occasional rain squalls. On the 3rd still blowing hard and bad looking weather. The steamship *Saltee* in port. On the 4th still blowing and raining. Left Hoihow on the 5th. Had strong N.E. wind with rain. On the 6th had fine weather and light N.E. wind to port.

FOOCHOW SHIPPING.

ARRIVALS.

September—
24, Laertes, British steamer, from Shanghai.
24, Hae-shin, Chinese str., from Shanghai.
27, Thales, British steamer, from Hongkong.
29, Douglas, British steamer, from Hongkong.

DEPARTURES.

September—
22, Menmuir, British steamer, for Colombo.
23, Kwangtung, British steamer, for H'kong.
25, Glenogle, British steamer, for London.
26, Laertes, British steamer, for London.
28, Thales, British steamer, for Hongkong.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, Revebeck, 23rd Sept.,—Hoihow 21st September, General.—C. M. S. N. Co.
CATTERTHUN, British steamer, 1,480, F. Binstead, 3rd October,—Sydney 10th Sept., and Port Darwin 23rd, General.—Gibb, Livingston & Co.
CITY OF PEKING, American steamer, 3,129, G. G. Berry, 1st October,—San Francisco 4th Sept., and Yokohama 26th, Mails and General.—P. M. S. S. Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 29th September,—Saigon 22nd September, Rice.—Thos. Howard & Co.
DOUGLAS, British steamer, 982, Samuel Ashton, 5th October,—Foochow 2nd Sept., Amoy 3rd, and Swatow 4th, General.—D. Lapraik & Co.
EMUY, Spanish steamer, 410, Rementeria, 30th June,—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
FAME, British steamer, 117 (Stopani)—Hongkong and Whampoa Dock Co.
GEELONG, British steamer, 1,139, P. W. Case, 3rd October,—Bombay 14th Sept., General.—P. & O. S. N. Co.
GRAVINA, Spanish steamer, 398, Echevarria, 12th Sept.,—Manila 8th Sept., Ballast.—Remedios & Co.—Kowloon Dock.
JAPAN, British steamer, 1,865, T. S. Gardner, 29th September,—Calcutta 15th September, Penang 21st, and Singapore 23rd, 1,451 chests Opium, 623 bales Cotton, 2,109 bags Saltpetre, and 2,400 packages Sundries.—D. Sassoon, Sons & Co.
LENNOX, British steamer, 1,327, Scott, 29th Sept.,—Calcutta 15th September, Penang 20th, and Singapore 23rd, General.—Jardine, Matheson & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June,—Touron 15th June, General.—Chinese.
NAM-VIAN, French steamer, 435, A. Garceau, 5th October,—Haiphong 30th September, and Hoihow 4th October, General.—A. R. Marty.
NELSON, British steamer, 894, James Thom, 22nd September,—Sydney 9th August, and Batavia 11th Sept., Coals.—Russell & Co.
OLYMPIA, German steamer, 783, E. Christiansen, 6th October,—Saigon 1st October, Rice.—Siemssen & Co.
PEKING, British steamer, 954, Heuermann, 3rd October,—Canton 2nd October, General.—Siemssen & Co.
SEA GULL, American steamer, 48, Hayden, Nov. 24th,—China Traders' Insurance Co.
SEINE, British steamer, 2,200, H. Manning, 5th October,—Nagasaki 1st October.—Telegraph Co.
SIN TAIWAN, German str., 47, H. Victeen, 30th July,—Taiwan 24th July, Ballast.—Captain.
VORWAERTS, German steamer, 611, Boysen, 5th October,—Quan Gay 1st Oct., General.—Wieler & Co.

SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, A. W. Alden, 27th September,—Keelung 24th Sept., Coals,—Ed. Schellhass & Co.
ASTERIA, British brig, 211, Samuel Cox, 26th September,—Normanton (North Queensland) 18th Sept., Ballast.—Captain.
CHARLES BAL, British ship, 1,431, W. J. Watson, 16th September,—Cardiff 6th May, Coals.—P. & O. S. N. Co.
CONCORDIA, German 3-m. schooner, 474, H. Ruster, 16th September,—Nagasaki 31st August, Coals.—Siemssen & Co.
FURNESS ABBEY, American bark, 1,044, Marcey, 22nd Sept.,—Yokohama 30th August, Ballast.—Captain.
GREYHOUND, British brig, 231, Prescott, 9th August,—Albany, W.A., 16th June, Wood.—Gilman & Co.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.,—Nagasaki 23rd August, Coal.—Captain.
J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September,—Newcastle 6th July, Coal.—Russell & Co.
KILLEENA, British bark, 795, H. Wallace, 11th August,—Hamburg 11th April, General.—Siemssen & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 1st October,—Newchwang 18th September, Beans.—Siemssen & Co.
LOTHAIR, British bark, 800, Dester, 23rd Sept.,—London 27th May, General.—Gibb, Livingston & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Captain.
MAGIC, British schooner, 214, White, 20th Aug.,—Newchwang 25th July, Beans.—Order.
MARIE, German bark, 430, Thomaschewsky, 27th August,—Swatow August 10th, Ballast.—Siemssen & Co.
MELBREK, British bark, 867, H. Lightbody, 29th September,—Cardiff 7th June, Coal.—Messageries Maritimes.
NICOVA, British bark, 594, James Foster, 26th September,—Newcastle, N.S.W., 25th July, Coal.—Arnhold, Karberg & Co.
OBED BAXTER, American bark, 876, Obed, 23rd Sept.,—Shanghai 18th September, Ballast.—Russell & Co.
PAUL JONES, American ship, 1,205, E. A. Gerrich, 8th September,—Shanghai 30th August, Ballast.—Russell & Co.
SCHWAN, German brig, 276, Schroder, 16th Sept.,—Nagasaki 27th August, Coals.—Siemssen & Co.
SEA RIPPLE, British barkentine, 182, A. Rickers, 24th Sept.,—Freemantle 19th August, Sandalwood.—Siemssen & Co.
SILVER EAGLE, British bark, 908, S. Richards, 31st August,—London 9th May, General.—Wieler & Co.
SOUNTAO, American bark, 1,004, F. D. Winds, 9th August,—Newcastle, N.S.W., 7th June, Coal.—Adamson, Bell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July,—from Chungchow.—W. H. Ray.
S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.,—Bangkok 25th August, General.—Chinese.
TEKLI, British bark, 390, L. P. Buchholdt, 23rd Sept.,—Newchwang 9th Sept., Beans.—Chinese.
TETUAN, British bark, 438, S. Hyne, 9th Sept.,—Newchwang 17th August, Beans.—Wieler & Co.
THREE BROTHERS, British bark, 366, Kahlcke, 1st Sept.,—Quinhon 25th August, General.—Ee Tye Hong.
TRAIT D'UNION, French 3-m. sch., 314, C. Renouff, 1st October,—Singapore 6th Sept., Coals.—Chinese.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June,—Newcastle, N.S.W., 24th April, Coal.—Adamson, Bell & Co.
VICTOR, British bark, 402, J. D. Forbes, 13th Sept.,—Freemantle 1st Aug., Sandalwood.—Siemssen & Co.
WILDWOOD, American bark, 1,099, Chas. P. Sawyer, 23rd Sept.,—Nagasaki 14th Sept., Coal.—Russell & Co.
WM. MANSON, British bark, 366, H. Kindred, 1st October,—Newchwang 18th September, Beans.—Russell & Co.
WRECKER, American lorcha, 55, Henderson, 16th July,—Guap Island 1st June, General.—Blackhead & Co.

HONGKONG—SAILING VESSELS.
Continued.

ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August,—Cardiff 4th April, Coals.—P. & O. S. N. Co.

CANTON.

FOOKSANG, British steamer, 990, Hogg, 5th Oct.,—Shanghai 2nd October, General.—Jardine, Matheson & Co.

WHAMPOA.

MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 16th September,—Newchwang 18th August, Beans.—Kwong Ching.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steam-boat Co.
Kiung-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 527, A. Benning.—Hongkong, Canton, & Macao Steam-boat Co.
Yot-sai, British steamer, 180, Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 2nd October, 1883.

Benedicta, German schooner, 240 (Darum)—H. A. Petersen & Co.
Confucius, Siamese schooner, 258 (Simpson)—Captain.
Faugh Balaugh, German schooner, 240 (Rute)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasedag & Co.
Glenury, British 3-m. schooner, 283 (Thomson)—Paseday & Co.
Helene, German bark, 250—Boyd & Co.
Magenta, British schooner, 327 (Coalfleet)—Pasedag & Co.
Meridian, Siamese bark, 345 (Kruse)—Pasedag & Co.
Minerva, German brig, 319 (Duhme)—Pasedag & Co.
Rachel, British bark, 282 (Affleck)—Boyd & Co.
Roderiek Hay, British bark, 290 (Nicolson)—H. A. Petersen & Co.
Sofia, Swedish brig, 280 (Pehrson)—H. A. Petersen & Co.
Walter Siegfried, British bark, 394 (Hansson)—Pasedag & Co.
Wm. Minstrel, British bark, 362 (Sevewright)—Boyd & Co.

FOOCHOW.

In Port on 29th September, 1883.

Almatis, American schooner, 386 (Lapham)—Chinese.
Gilding Star, British bark, 311 (Schmitger)—Chinese.
Lee-yih, British bark, 225 (Culhone)—Chinese.
Occident, German bark, 251 (Benter)—Chinese.

SHANGHAI.

In Port on 1st October, 1883.

Brunette, British bark, 375 (Turnhill)—Morris & Co.
Centaur, German bark, 469 (Offersen)—Gipperich & Burchardi.
Chihaya Maru, Japanese bark, 441 (Yamomoto)—M. B. Kaishia.
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Chinsan, British bark, 240, (Fiben)—Morris & Co.
Daniel, German bark, 716 (Vorit)—Gipperich & Burchardi.
Diamond, British bark, 391 (Neso)—Morris & Co.
Earl of Elgin, British bare, 979 (Morrison)—S. C. Farnham & Co.
Emma, German schooner, 219 (Koch)—Ed. Schellhass & Co.
Englee, Siamese bark, (Gammor)—Master.
G. H. Wappaus, British bark, 533 (Schroder)—Nils Moller.
Hilda, British bark, 306 (Richter)—Nils Moller.
Kolga, German bark, 540 (Lomie Bang)—Russell & Co.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Lucky, Siamese bark, 424 (Sequin)—Master.
Otto, German ship, 1,205 (Foltmasson)—C. & J. Trading Co.
Satsuma, British bark, 364 (Lord)—Morris & Co.
Siam, Siamese bark, 225 (Thomson)—Butterfield & Swire.

NAGASAKI.

In Port on 22nd September, 1883.

Androklos, British bark, 392 (Murray)—Holme, Ringer & Co.
Francisca, German bark, 365 (Gontard)—Holme, Ringer & Co.
P. Pendleton, American bark, 1281 (Blanchard)—C. & J. Trading Co.
Spartan, American bark, 747 (Crossley)—Captain.

YOKOHAMA.

In Port on 22nd September, 1883

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Alex. Newton, American ship, (Sproul)—Smith, Baker & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Gloaming, British ship, 1,498 (Densmore)—C. & J. Trading Co.
Guam, British schooner, 294 (Marns)—Master.
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.
Sagitta, British bark, 579 (Taylor)—Frazar & Co.
W. H. Lincoln, American ship, 1,684 (Daily)—Master.

MANILA.

In Port on 3rd September, 1883.

Alex. Duthie, British ship, 1,159—Smith, Bell & Co.
A. & W. C., Dutch ship, 1,486—Ker & Co.
Continental, American ship, 1,712—W. F. Stevenson & Co.
Elise, German ship, 1,348—Macleod & Co.
Filadelfia, Austrian bark, 830—Macleod & Co.
H. A. Litchfield, American bark, 638—Peele, Hubbell & Co.
H. Printzenberg, German brig, 553—Martin, Dyce & Co.
H. G. Johnson, American bark, 1,080—Ker & Co.
Ida, British bark, 658—Holliday, Wise & Co.
John Nicholson, British bark, 685—W. F. Stevenson & Co.
Importer, American ship, 1,270—Smith, Bell & Co.
M. Brockelman, German bark, 512—Baer, Senior & Co.
Motley, American schooner, 991—Smith, Bell & Co.
Pepita, Spanish bark, 512—J. Reyes & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Cruising.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Cruising.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.
Cockchafer, gunboat, 4 guns, Lieut.-Com. Wood, Foochow.
Curacoa, corvette, 14 guns, Captain Anstruther, Cruising.
Daring, composite sloop, 4 guns, Commander F. J. J. Eliott, Cruising.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, Commander Gamble, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnet British gunboat, Commander J. G. Jones, Hongkong.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve. Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Chefoo.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Cruising.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Canton.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Commander C. Lindsay, Tientsin.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Alert, American corvette, 4 guns, Commander L. Kempff, Kobe.
Aragon, Spanish cruiser, Commander J. R. Hiquero,—Manila.
Cher, French gunboat, Commander Lafon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.
Ermak, Russian transport, Captain Koltchau, Vladivostock.
Essex, American gun-vessel, 6 guns, Captain McCormack, Nagasaki.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Iltis, German gunboat, 8 guns, Commander Klauss, Canton.
Juniata, American corvette, Commander P. F. Harrington, Hongkong.
Kersaint, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.
Lutin, French gunboat, 4 guns, Commander Rouyier, Canton.
Marques de Duero, Spanish despatch-vessel, Don Domingo Caravaca, Manila.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Hiogo.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Nagasaki.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Vladivostock.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Canton.
Plastoun, Russian sloop, 8 guns, Captain Pollansky, Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Skobeleff, Russian corvette, Japan.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostock.
Stosch, German corvette, 19 guns, Captain Buchholtz, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Canton.
Tongous, Russian gunboat, Commander Heck, Vladivostock.
Tourville, French frigate, 27 guns, Captain Bose, en route Japan.
Triomphante, French corvette, 27 guns, Captain Baux, Hongkong.
Vestnik, Russian sloop, 8 guns, Captain Avelan, Manila.
Victorieuse, French frigate, 14 guns, Captain de la Batie,—Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Volta, French corvette, Captain Fournier, Tientsin.
Wolf, German gunboat, 4 guns, Commander von Raven, Shanghai.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lih Kuo Ch'ang, Canton.
Cheo-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-jui, Revenue cruiser, 2 guns, Chinese Canton.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Canton.
Chop-chung, Revenue cruiser, ——Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Canton.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ho Pung Shu, Canton.
Hoi-tung-tung, Viceroy's gunboat, Leung Yiu Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. Ji Fanneh, Canton.
Li-shê, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shou, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tai, Hongkong.
Shen-chi, Revenue cruiser, 5 guns, Sea Teang Tsai, Hongkong.
Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Chan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-pu, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chan Ti Hu, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Lavoisier, Canton.
Yi-hu, Viceroy's gunboat, 2 guns, Chinese, Canton.
Ya-pin, Viceroy's gunboat, 3 guns, J. Perez, Canton.

Post Office.

A MAIL WILL CLOSE

For Swatow, Amoy & Foochow.—Per *Douglas*, to-day, the 8th instant, at 5 P.M.
For Hoihow and Pakhoi.—Per *Greyhound*, to-day, the 8th instant, at 5 P.M.
For Straits Settlements.—Per *Chi-yuen*, to-morrow, the 9th instant, at 3.30 P.M.
For Amoy and Tamsui.—Per *Fokien*, to-morrow, the 9th instant, at 3.30 P.M.
For Saigon.—Per *C. T. Hook*, to-morrow, the 9th instant, at 4.30 P.M.
For Hoihow and Haiphong.—Per *Nam-vian*, to-morrow, the 9th instant, at 5 P.M.
For Straits and London.—Per *Glencoe*, on Wednesday, the 10th instant, at 11.30 A.M.
For Shanghai.—Per *Fooksang*, on Wednesday, the 10th instant, at 2.30 P.M.
For Nagasaki and Kobe.—Per *Kumamoto Maru*, on Friday, the 12th instant, at 3.30 P.M.
For Straits and Bombay.—Per *Geelong*, on Monday, the 15th instant, at 3.30 P.M.
For Nagasaki, Hiogo, and Yokohama.—Per *Zambesi*, on Wednesday, the 17th instant, at 11.30 A.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1883, which supersedes all previous editions.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on SATURDAY, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

At 2.15 P.M. Registry ceases.

At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DECCAN," will be despatched on TUESDAY, the 16th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE," will be despatched on TUESDAY, the 23rd instant, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

THE FRENCH MAIL.—DAY BEFORE DEPARTURE.

5 P.M.—Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers, Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer,

SPORTING GOSSIP.

The worthy author of "She Stoops to Conquer" observes somewhere in his admirable poem "The Traveller," that "the sports of children satisfy the child." Oliver Goldsmith must at one portion of his chequered career have had some experience of the class of those local sportsmen who, a few months back, took upon themselves the responsibility of engineering the Hongkong Autumn "Sky" Meeting to a successful issue. Those effusive lovers of the national pastime may possibly have enjoyed a fair amount of "sport" in fruitlessly discussing for many weeks the preliminaries of the "Sky" meeting—preliminaries which any energetic person who knows anything at all about racing matters could have satisfactorily adjusted in a couple of days—but it must have been the kind of sport which satisfies children. In Hongkong it is with racing matters as with *everything else; a rule of insufferable snobbery* cramps legitimate effort, sacrifices true sport on the altar of autocratic pretension and ignorance, and even tries, but vainly, to stifle public opinion. There are plenty good and true sportsmen in the colony, but unfortunately their voices are rarely, if ever, heard protesting against a state of things which, in any other place in the Far East, Shanghai or Foochow for instance, would be laughed out of existence in a few days. These gentlemen have become so accustomed to that relic of the past "olo custom" that they patiently, and as a matter of course, endure the ignoble yoke.

* * *

"I beg to inform you in reply to yours of the 28th ultimo that the "Sky" meeting is abandoned." So writes Mr. H. J. H. Tripp, clerk of the course, on the 1st inst., in reply to my desire to be made acquainted with what had been done, or what arrangements were in progress to bring off the "Sky" race meeting at the end of the present month, as had been arranged by the "sports" of the colony in solemn conclave assembled at the Hongkong Club early in the summer. Mr. Tripp does not give any reasons why the sporting event which the public has been looking forward to with so much interest has been abandoned; if he has any reasons I hope they are at least satisfactory to himself, but I might suggest that, as a mere matter of courtesy, those who have taken more than a passing interest in the proposed meeting ought to have been informed why our fondly anticipated "little-go" in the racing line has so ignominiously come to grief.

* * *

I had intended in the event of the worthy C.C. from want of time, lack of inclination, or for other reasons, being unable to draw out a satisfactory programme, to take the matter up in conjunction with several other local turfites, who have throughout energetically supported the proposed "Sky" meeting, and arrange an enjoyable afternoon's racing without the active assistance of the Race Fund authorities in the preliminary business. Three well known millionaire sportsmen—the only three I spoke to on the subject—kindly promised to give handsome cups, and a well-known lady votary of the national sport, who hails from the Emerald Isle and is no mean judge of the points of a racehorse, enthusiastically rushed into the breach and promised to beat up the fair supporters of the pastime for a Ladies' Purse. Over twenty ponies were available, and at least seven aspirants would have been forthcoming to witch the world with feats of horsemanship. The Stewards of the Race Fund would have gladly lent the two grand stands for the day, besides conceding the privilege of using the racecourse, and several of the active members would doubtless have been pressed in the interests of sport to have officiated as judge, starter, &c. However, as Robbie Burns puts it—"the best laid schemes o' mice and men gang aft agley," and so my plans for an afternoon's racing in the Autumn have been knocked on the head by the unexpected receipt of a document in which Victoria, by the grace of God, Queen, &c., &c., in almost unintelligible jargon invites me to participate in a certain legal ceremonial in which the honourable the Surveyor General promises to play a leading part. I can't very well refuse Her Majesty's pressing invitation, and so sport must be sacrificed to duty, Ruff must give way to Folkhard, and instead of improving my digestion by a healthful gallop round Happy Valley, my spare moments must be devoted to digesting a useful work compiled by a worthy legal gentleman named Fisher. What a dreadful and disappointing age we live in! I should really have liked to see my good friend Mr. Jno. J. Francis win a race with my old jumping hero, The Leader—an animal with some rare attributes which make him a most suitable representative for a shining legal light—and am really sorry that the cream colored racer (best known performance, six furlongs in 1.33 and a dead-heat with First Violin in a mile trial, *vide* Mr. Bill's note-book) should have spent such a profitless summer on the race course. Still The Leader is a griffin, and would make a bold bid for the Hongkong Derby if there were any twenty feet walls to negotiate on the course. It were easier for a camel to pass through the eye of—(Please go on with your Sporting Notes; this is getting profane.—Editor.)

* * *

I hear favorable accounts from Shanghai of our noble army of subscription griffins. With regard to this subject there seems to have been a considerable amount of misunderstanding (?) amongst one or two Shanghai scribblers as to some remarks I made on September 4th. On that date I wrote as follows:—I understand that a gentleman in Shanghai has undertaken to supply ponies—tried to cover the six furlongs, with a light weight up, in 1.42—at, taels 75, first cost. There ought to be no difficulty in managing this as 75 taels is a fair price for a griffin in the rough, and any pony that gallop at all can easily do his three quarters of a mile in 1.42. There is one very serious objection to the principle of giving the subscription griffins a trial in Shanghai—not that the possible discovery of super-excellence would in any way discount the interest in the races, but the uncertainty that such super-excellence would be sent to Hongkong. To make my meaning quite plain I ask the question—if the gentleman who is supplying the ponies should happen to accidentally light across a "flyer," capable say of doing 1.32, is he supposed to send this animal down to Hongkong with the rest of the mob? If not, the old system of buying the ponies as auction and sending them down untried is fairer to the subscribers and far more sportsmanlike. There are doubtless many persons who would gladly undertake to supply a given number of griffins for the Hongkong subscribers at a far lower figure than taels 75, first cost, guaranteeing a much better time test than 1.42, on the understanding that they could retain any lucky wonder they might accidentally light upon amongst their purchases. All these points have likely enough been considered and satisfactorily arranged by those in charge of the business; however, as they occurred to me in dealing with the subject I have hastily jotted them down." My reasons for writing as above was simply to elicit some explanation of the conditions under which the griffins were to be purchased, as I, with many other subscribers, knew nothing whatever of the arrangements made by the Clerk of the Course with the Shanghai gentleman alluded to.

But my perfectly *bonâ fide* and well intended remarks appear to have been grossly misunderstood, I had almost written purposely misunderstood, by the sporting oracles of the Shanghai press, and also by the gentleman who has purchased the griffins. The correspondent of the *Courier* made in one of his effusions an ill natured remark about the sneers of "An Old Sportsman;" but this was nothing to the toothless venom of the wooden headed nonentity who periodically exposes his hopeless ignorance in the columns of the *Mercury*. This exceedingly "foolish old party," who is the butt of the Shanghai sportsmen, held forth in this strain:—"The "Old Sportsman" of Hongkong made a few remarks about the purchase in Shanghai of Subscription Griffins for Hongkong. As usual, he made some insulting remarks about members of the Shanghai Race Club. We extracted them from the *Hongkong Telegraph*, to let our readers see the insults. We intended to take some notice of them, and we were requested to do so. But it is a notoriously difficult operation to touch pitch, and we postponed it for a period till we found a few leisure hours. The scurrilous scribe in Hongkong makes his meaning clear, as he says; it *is* clear to the gentleman to whom he refers. This gentleman, it is insinuated, may buy ponies with other people's money and should they be particularly good might keep them here in Shanghai, presumably for his own benefit. We do not know if the "Old Sportsman" is a subscriber to the Subscription Griffins or not. But it is quite obvious that he ought not to be. Why does he call the agent, whom the racing men of Hongkong have selected to buy their ponies for them, *gentleman*, when he insinuates he might be a horse coper? The "Old Sportsman" seems to have as much notion of a Mongolian griffin as he has of a *gentleman*. Fancy being able to buy a griffin that can do 1.32 in the rough!!!" This extract from the *Mercury* is not merely a farrago of twaddle—it is a tissue of meaningless lies. I would ask the writer to point out (my readers can satisfy themselves by referring to the paragraph quoted above) where I made "some insulting remarks about members of the Shanghai Race Club." I would also ask him to point out a single sentence even tinged with scurrility in the entire extract. Where is the insinuation that the agent appointed to buy the subscription griffins may buy ponies with other people's money, and if the ponies should turn out particularly good, he might keep them for his own benefit in Shanghai? Where is it insinuated that this gentleman might be a horse coper? I have read so much childish garbage from the muddy pen of the ridiculous incompetent who apes to write sporting news for the *Mercury* that it is with great reluctance I condescend even to notice what are evidently inspired personal attacks. However, since the champion twaddler is so anxious to be "shown up" I will oblige him for once.

* * *

This sporting authority evidently desires to monopolise sporting journalism in Shanghai. A short time ago he attempted to ridicule the *Courier* for publishing some sporting items, but came off second best in the encounter. The *Courier*, under the heading "The "Mercury" Training Notes" worried the old nuisance as follows:—Our evening contemporary seems to be very much annoyed to see that the *Courier* prints sporting notes. If we couldn't do anything better than this, which appeared in last night's *Mercury*, we would give it up:—"The training course was very quiet this morning. It was the first cool morning we have had; the munimum last night being 63° Fahr. Owner having galloped their ponies a stand during the oppressive heat, gave their animals a much needed rest; so the exercise was confined to trotting." And this is how the author of the above choice specimen of sporting journalism clumsily blundered out of his ridiculous position:—"We are indebted to a contemporary for pointing out an omission in a paragraph about "Training for the Races." Our readers will forgive us for the paragraph not having been 'read' for the press. The *Mercury's* staff is shorthanded, owing to the state of the health of one of its members. The paragraph should have been set up, "the minimum was 63° Fahr. Owners having galloped their ponies to a stand still. . . . . ." But we ought to apologize for supposing that anybody who reads our training notes is dunderheaded enough not to understand what we wrote."

* * *

Here is another specimen of the *Mercury's* sporting items:—"We notice some remarks about pacers in the *St. James's Gazette*. All European and Indian authorities seem to agree that it is an artificial gait for a horse. A pacer has either been trained; though a sort of natural pacing may sometimes be adopted by a horse from hereditary instinct—some ancestor or ancestress having been taught to pace.—Mongolian ponies are sometimes pacers; it is pretty certain that it is not such hereditary instinct with them, because they are always bred from untrained sires and dams, and we do not think it can be supposed that the griffins we buy here have been trained to pace."

* * *

And here is one more:—"We noticed yesterday a chestnut something like Red Robin with a blaze on the forehead. We found casually that he really was Red Robin, but he only bore a resemblance to the game old favourite chestnut. His condition is wretched." And that will do for one innings.

* * *

As I have already stated the Hongkong subscription griffins are reported to be a good all round lot, and if my advices are correct they will give satisfaction to the subscribers and reflect credit on the judgment of the gentleman who has selected them. By the way, it may not be out of place to mention here, that the idea of first having the griffins tried in Shanghai and discarding all that could not race a little originated with that capital sportsman Mr. De Courcey Forbes. The proposal met with great opposition two years ago, and I well remember my worthy friend Mr. W. M. Morgan making some very strong remarks about the *fanciful* Shanghai "sports" had for moonlight trials, in opposing the scheme. So far as I am aware, it was adopted this year by our C.C. on his own responsibility—at all events I never heard of any public meeting of subscribers being convened or held—and I am quite certain that he informed me that the gentleman who had undertaken to supply the ponies was an old and trustworthy friend. And no doubt he is, and no doubt the ponies sent down will be all we can expect. It is quite certain they cannot be any worse than the last crowd of "crocks" we had in Hongkong.

* * *

A writer in a Shanghai contemporary the other day stated that an offer of taels 200 had been made for one of the Hongkong griffins, and quoted this fact in proof of the quality of the ponies. Well, I don't think a very strong point was made. If one pony out of 39 could not be found worth 200 taels, I should say the lot would be an exceedingly poor one. I remember in 1879 having the good fortune to draw a fairly good looking griffin that could gallop a bit, for which, after training him for a few days, I received two separate offers of $500, although he had never been tried. I refer to Heather Bell, the winner of the Valley Stakes in that year, and make the reference merely to show that because the pick of the lot now in Shanghai has been valued at 200 taels, it does not necessarily follow we are to receive a mob quite up to Derby form.

* * *

Another Shanghai scribe, in recording the trials the other day, credits a Hongkong griffin with having covered the six furlongs in 1.39, and in relation to this "pow" says:—"This pony only went to give a lead to a Horse Bazaar and an Ewo griffin. The two led horses were nearly dropping when they reached the post. The Subscription griffin hard held. In order to satisfy the "Old Sportsman" of Hongkong, we may remark that the pony is white: that his chops are very faint; a circle on the near quarter underneath a crescent moon, to which is hanging two smaller circles. The pony is full of muscle, but very poor at present. He was sold by Mr. Mustard to the Major for Tls. 80, because although a good mover it was obvious that he could not be got into condition this meeting." I am sure I am greatly obliged to the writer for so kindly favoring me with all this valuable information, and shall consider myself lucky if the white pony, with the "faint chops" and "a circle on the near quarter underneath a crescent moon to which is hanging two smaller circles" should fall to my lot. Certainly a pony, which "is full of muscle but very poor at present," that can gallop his three quarters of a mile hard held in 1.39 must be something of a phenomenon.

AN OLD SPORTSMAN.

Hongkong, 8th October, 1883.

ENGLISH v AMERICAN LAWYERS.

So many are the points of similarity that it would be easy to overlook the real differences between the legal profession here and in the United States. One of them is the much more important place which it holds in the latter. "In no country in the world," said Burke, fully a century ago, with reference to America, "is law so general a study," and this remark still holds good. Law is and always has been regarded there as a road leading to all greatness. Usually about two-thirds of the members of Congress are lawyers. They swarm in journalism. They become "railroad men" or great financiers. They pull the wires, organize parties and play a political part altogether out of proportion to that which belongs to the same class here. Our lawyers, even the greatest of them, have rarely had more than a secondary position in politics. On the other hand from Hamilton's time to our own, the same class in the United States has always been in the very front rank of party warfare. It is, moreover, a much more numerous class with us. We have, to be sure, no lack of lawyers, but an average American town will contain three times as many members of that profession as an English town of equal size. Some differences in lawyers, here and there, which strike every observer, may be ascribable to the character of legal education in the two countries. There are plenty of law schools in the United States—there are, in fact, more facilities for legal instruction than here—and, as men who have been eminent as advocates and Judges do not despise the duties of the professor, the instruction is probably of a better quality than what we have. But not a few of the men who climb to the top of the legal tree in the United States do so without the aid of much book learning. The list of eminent Judges who were lumber-cutters or bargemen in their youth, but who, smitten with ambition, took to reading stray copies of Blackstone by the light of a pine-knot, who were first successful in winning verdicts in local disputes, and who by and by became Chief-Justices of their own States, or rose to high places in political life, is long. This is an honorable feature of American life. It means a succession of able, clear-headed men, who know the world even better than their books, and it is a minor drawback that it occasionally deprives the utterances of even the highest tribunals of finish and refinement which may be, after all, but secondary judicial virtues.

And, indeed, there have been American lawyers who were deficient in no virtue which either the English Bench or Bar in its best days could boast. One has only to recall the late Horace Binney, revered for his beauty of character as much as for his talents, the centre of a cultivated circle, and presiding with a certain majestic grace over the American Bar for many years, to own that it has not lacked its share of minds of rare refinement. If one were to examine the history of the Boston and Philadelphia Bars one would see that the connection between law and literature has been always close, and that if it were not the practice, after the fashion of Mansfield, to "drink champagne with the wits," it was the aim of advocates such as Choate and Pinckney to prepare themselves by sedulous cultivation of literature for forensic success. Here we touch another point of contrast. Mr. Justice Stephens observed, in his recently published book, that eloquence has died out in our criminal Courts, and he might have added in civil Courts, also. No one at the English Bar cultivates with conspicuous success the art of which the present Chief-Justice and his predecessors were masters, and it is needless to say, it is rather despised by those who are not proficient in it. This is different from the American Bar. An American advocate of repute is, as a rule, much more fluent and ornate than his English brother, and the leaders of the American Bar, such as Mr. Evarts, aspire to a style of eloquence rarely ventured upon here. The tradition as to this art has never been quite the same in the two countries. Even florid English forensic speakers, such as Talfourd, were simplicity itself as compared with the standard set up and followed, say by Daniel Webster. Erskine loved display, and took care, it was said, to put in front of him his books in a picturesque heap before he began to address a jury. Even he, however, was unaffected and unadorned in comparison with Pinckney, who addressed, we are told, the Supreme Court in the garb of a full-blown dandy of the day, bright-colored gloves not excepted. And this taste, somewhat modified it is true, has lasted to the present time. Those who have heard the late Mr. Dana or Mr. Sumner pleading will agree that the forensic style of pleading of the two countries is decidedly unlike, and they will not be prepared to give off hand the palm to the English style, which, if business-like and to the point, is so often slipshod and so rarely elegant.

These are but a few, and perhaps the smallest, of the points of dissimilarity. American lawyers might claim with considerable cogency that they had cultivated not merely the graces of their profession more assiduously than the English Bar, but that they were accustomed to look at new legal questions raised by the circumstances of modern society with a freedom and breadth of view which is very rare here. It would be vain to try to determine the question of superiority as to this. It is pleasanter to dwell on matters beyond dispute—the fact, for example, that the Supreme Court has never wanted a succession of learned judges worthy to come after Ellsworth and Marshall, and that some of the Bars of the United States have always been distinguished by advocates of great ability. It is especially pleasant to observe that time has not snapped the bonds knitting English to American law.—(*Times.*)

TRAINING FOR SHANGHAI RACES.

"Reverie" writes to the *Courier* on the 3rd instant:—

The closing of entries had the salutary effect of removing from the course a lot of rubbish, which was no good for racing purposes. I regret to see so many excellent ponies, notably from Messrs. St. Andrew's, Ten Broeck's and Bill's stables, entered for the Hack Stakes and the Steeplechase, with the object, I suppose, of training them for the southern meetings only; and I should not be at all surprised if their best is not so entered. However, this is a matter that concerns their respective owners, and poorly as we can afford to lose such ponies in what will prove to be the poorest griffin meeting we have had for some years, we must grin and bear it.

The course this morning was too slow for any sensational times being made, though Camelia covered the distance for the Maidens in 1 min. 36 secs., going easy, Cheapside, ridden out, taking 1 min. 39 secs. This looks like a soft thing for the Bagdad contingent, especially as they have in reserve several others reported to be quite as good. Mr. Toeg has some very fair ponies, but I fancy they are more for distance. Mr. Arthur's stable was not going as well as usual. It seemed to me that Mr. Ten Broeck's Wild Zest had the lot easy at the finish of the one mile and a half, but one cannot always tell. Ambassador and Wild Spot were moving well, though slowly. I never thought much of Triumph, and he certainly does not improve on acquaintance. Houndsditch and Strayed Away were 2 minutes 10 seconds for the mile, the same as Montezuma, which cannot be considered violets, and the "Shoreditch" bubble is burst. O. R. for seven furlongs, in 3 minutes 11 seconds, is abominable. The Judge's luck still follows him. Peppo went lame, Pebble sick, the duh a pea in a skillet, and the balance, bar old Juice, very common cargo. It was more than delightful to see the genial phiz of Mr. Paul, who was with us this morning. Even his ponies were brightened up and seemed to move in better style. Mr. Bill has a big chestnut that looks pounds better than anything else he has, and no doubt is the one he is going on. Mr. St. Andrew is standing on the big white and Brown Bread. Torpedo is going well, and Jolly Friar is, if possible, better than ever; while Merry Monk will again trouble Dandolo for the half-mile spins. Mr. Ring's Sulla is growing in the estimation of the racing public daily, and he is credited with some good performances. There are others I should like to honourably mention but will wait for the Race Books to ascertain their names.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

YESTERDAY.	
Barometer—9 A.M.	30.006
Barometer—4 P.M.	29.974
Thermometer—9 A.M.	81
Thermometer—4 P.M.	80
Thermometer—1 P.M. (Wet bulb)	73
Thermometer—4 P.M. (Wet bulb)	76
TO-DAY.	
Barometer—9 A.M.	30.130
Barometer—1 P.M.	30.069
Thermometer—9 A.M.	80
Thermometer—1 P.M.	80
Thermometer—9 A.M. (Wet bulb)	74
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—Maximum	80
Thermometer—Minimum (over night)	75

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer, *Rohilla*, with the next English Mail, left Singapore on the 4th instant, for this port, and is due here on the 10th.

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Company's Steamship

"DIAMANTE,"

Captain Cullen, will be despatched for the above Port, TO-DAY, the 8th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 5th October, 1883. [749

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN,"

Condolle, Commander, will sail on or about the 7th November, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The Line is noted for its *Cuisine* and Beer, and Tiffin Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 8th October, 1883. [754

HONGKONG RACE FUND.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held at the HONGKONG CLUB, on FRIDAY, the 12th instant, at 4.30 P.M.

By Order,

H. J. H. TRIPP,
Clerk of Course.

Hongkong, 8th October, 1883. [755

ON PRIVATE SALE.

THE well-known STAR HOTEL, with a LEASE, to 1st December, 1890. Rent, Moderate. Proprietor retiring on account of Failing Health.

For Further information apply to the Proprietor,

F. A. LINDE.

Hongkong, 8th October, 1883. [753

Intimations.

INTIMATION.

(:o:)

UNDER the heading "Exhibits to the Cork Exhibition, Ireland," "THE CORK CONSTITUTION, No. 13,025, dated Saturday, July 14th 1883, says:—

MESSRS. TURNBULL JUNR. & SOMERVILLE,

"Valletta, Malta, exhibit in a tastefully arranged case, samples of their famous 'Kaisar-I-Hind' Cigarettes, and inasmuch as a revolution in the habit of smoking is now setting in, this exhibit should prove attractive to all lovers of the 'fragrant weed.' Instead of strong Tobacco, often used in too strong pipes and full flavoured Cigars, the mild Cigarette is rapidly coming into vogue. Those now on view in the Exhibition are highly spoken of by the Press, vendors, and smokers."

SOLE AGENCY,

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

Hongkong, 26th September, 1883. [731

Intimations.

J. M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.
No. 33, WELLINGTON STREET, HONGKONG.
Hongkong, 23rd January, 1882. [5

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [501

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlinder and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 38, QUEEN'S ROAD CENTRAL. [478

"WAI SAN YAT PO."

A DAILY CHINESE NEWSPAPER with a wide circulation in the Colony and at the Coast Ports. Subscription, FOUR DOLLARS per Annum. The above high-class native paper is an excellent medium for Advertisers at Strictly Moderate Charges. Guaranteed circulation of over 1,080 Copies. Communications to be addressed to the Proprietor,

LUK KE SHUN,
No. 9, Gough Street.

Hongkong 17th September, 1883. [703

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION DEALERS,
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY IS GUARANTEED.

Consumers are Invited to try those carefully Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory,
7, BEACONSFIELD ARCADE.

Hongkong, 11th April, 1882. [279

HOP SHING & CO.

ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS AND IRON FOUNDERS, &c.

HAVING this day commenced Business, we are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at MODERATE TERMS.

EVERY DESCRIPTION OF ENGINE ROOM STORES SUPPLIED.

NESS IRON WORKS,
WEST POINT, HONGKONG.

Hongkong, 25th September, 1883. [718

A HOY,
HOY LEE,

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture, China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialité, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL.

Hongkong, 16th May, 1882. [388

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM,
Late Partner in the "NAM-SING Tailor Shop."

Hongkong, 16th April, 1883. [290

Intimations.

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.

N.B.—Note the address.

NAM SING,
No. 84, Queen's Road Central,
Opposite the Central Market.

Hongkong, 25th April, 1883. [325

YEU QUA.

SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.
No. 52, C., QUEEN'S ROAD CENTRAL, UPSTAIRS.
HONGKONG.

Hongkong, 4th April, 1883. [256

CHIE NAM.

GOLD AND SILVERSMITH WATCH MAKER AND ENGRAVER,
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS;
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET,
HONGKONG.

Hongkong, 6th April, 1883. [318

LING SHING.

BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE.

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.

Hongkong, 4th April, 1883. [255

TOK KEE.

COAL MERCHANT,
No. 75, PRAYA CENTRAL.

KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE" Steam Launches for Hire at $3 for 1st hour, $2 for 2nd and $1 for 3rd hour, "CUM ON," and "CUM KAI," at $3 for 1st hour, $2 for 2nd hour, and for longer periods according to arrangement.

Hongkong, 16th October, 1882. [302

SAM HING, JUNR.

STULTZ,
TAILOR, DRAPER, AND GENERAL OUTFITTER,

Best Materials and a Perfect Fit Guaranteed,
AT MODERATE PRICES.

DEALER in CHINESE SILKS of all kinds, PITH HATS, MATTING, BAMBOO BLINDS, and has always on hand a very fine selection of various kinds of Silk Goods and Embroideries.

Wholesale Manufacturer of Silk Coats and other Garments for exportation.

No. 62, QUEEN'S ROAD CENTRAL.
(Fourth Door West from Pottinger Street.)

Hongkong, 21st August, 1883. [247

CHEONG WO,
TAILOR, DRAPER, AND GENERAL OUTFITTER.

BEST Materials and a Perfect Fit Guaranteed at MODERATE PRICES.

DEALER IN CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c., &c.

WHOLESALE MANUFACTURE OF SILK COATS AND OTHER GARMENTS FOR EXPORTATION.

☞ N.B.—Note the address.

No. 66, QUEEN'S ROAD CENTRAL,
SIXTH DOOR WEST FROM POTTINGER STREET.

Hongkong, 19th May, 1883. [369

NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern.
Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

HE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE-O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

DEATHS.

On the 6th of October, on board the steamship *Hwai-yuen*, at sea, KARL OSCAR WILFRED, the beloved son of Oscar and Bella Wilson, aged 3 years and 3 months. [751

At No. 5, Beaconsfield Arcade, on Sunday, October 7th, at 6 p.m., WILHELM HEINRICH CARL SCHMIDT, aged 3 years and 9 months, eldest son of Wm. Schmidt. [752

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 8, 1883.

ALTHOUGH we occasionally speak plainly, possibly some of our readers may think too plainly, about our respected resident at St. Paul's opposite to us, we do not wish to be understood as doubting the sincerity of either His Lordship's intentions in his profession or of those of many other worthy people engaged like himself in proselytzing work in the Far East. We may hold views that their zeal and labour are misdirected, or that calls nearer the fatherland have a greater claim on their services, but this is a matter of opinion in the determination of which their supporters are principally concerned. Moreover, we should be sorry to deny that there are not strong arguments on the missionary view of the question. Be this as it may, there is no subject in the whole range of political or social questions in which it suits our fellow countrymen to pretend to be more interested, or one in which there is more unanimity of opinion than the missionary question. Start the subject at breakfast, dinner or supper, early in morning or late at night, it is eagerly taken up and the missionaries as a body universally condemned. Not content with invariably repeating, like so many parrots, the stock story of the "little Bethel" and the adjoining magnificent residence of the missionary, a story told with as much assurance, and with as little truth, as it was told fifty years ago, they invariably proceed to embellish it with more than vague charges of dishonesty and fraud, and these find only too willing credence. There is not a particle of exaggeration in our statements, and we have thought it worthy of remark as affording an apt illustration of the value to be placed on a popular outcry of this colony, and further of showing the condition of the average mind of, we regret to confess, the majority of our foreign fellow citizens, who are apparently incapable of other effort than that of being blinded by unreasoning prejudice, and who prefer to look through the spectacles of their popular social leaders rather than to use their own judgment.

No more atrocious or shameful slander is so frequently perpetrated in Hongkong than is the popular one against missionaries. If it could be shown that, instead of patient unobtrusive effort, both as moral teachers as well as healers of bodily suffering, the missionaries were bad men doing actual harm to the people, or if instead of simple cottages or buildings in no way above either the position of the individual in life or unbecoming the service in which they are engaged or its proper requirements, they occupied palatial residences; moreover, if it could be shown they were extravagant as a rule, improvident, or systematically defrauded their creditors, there might be something in this popular cry from Hongkong; but no such rational or fair course is ever attempted for the simple reason that it is impossible to show anything of the kind with any foundation of truth. We have indulged in this word for missionary effort, not forgetting that the Roman Catholic missionaries equally deserve our praise, chiefly because we think it time to speak in no measured terms when we observe the columns of our contemporary the *Daily Press* allowing itself to be the medium of advocating a "Remedy for Missionary troubles" in the shape of inciting the Chinese to open rebellion against their government. This course is seriously recommended and apparently acquiesced in by the Editor in the belief that he is (ashe is most probably) taking the popular side. The individual who proposes this course evidently vainly prides himself on being a devoted Christian member of the "Universal Apostolic Church," an establishment we must confess to be somewhat in the dark about; but although the last rebellion in China was suppressed at the cost of one hundred million lives, and, besides, led to incalculable ruin, misery and suffering, these were only Chinese and count as nothing in the estimation of this specimen of a Hongkong Christian. All he imagines he sees, is, that on this desolation and on these ruins would rise his ideal of a Christian Church. It is lamentable indeed to think that such, at the expiration of 1883, is a true picture of Hongkong popular opinion on an important question. We say nothing of the vainglorious hypocrisy of those who can calmly at this epoch gravely make such a suggestion, while at the same time professing themselves to be faithful followers of the greatest historic, if not divine, moral teacher who has ever lived.

TELEGRAMS.

LONDON, October 6th.

RESIGNATION OF THE FRENCH WAR MINISTER.

The French Minister of War has resigned, being accused of complicity in the insult offered to King Alfonso. The Official Journal publishes M. Grevy's apology to the King of Spain and the excitement in Madrid is moderating.

LOCAL AND GENERAL.

H.M.S. *Flying Fish*, arrived at Chefoo from Korea on the 27th ultimo.

THE French corvette *Volta*, arrived at Chefoo from Taku on September 30th.

BENNETT HANSON "forked over" fifty cents this morning for his yesterday's spree.

THE visitors to the City Hall Museum for the week ended October 7th, were:—European 202, Chinese 1,915; total 2,117.

THE departure of the steamship *City of Peking* for San Francisco viâ Yokohama, is postponed to Saturday, the 13th instant, at 3 p.m.

A MEXICAN was paid into H.M.'s Exchequer this morning by Permin Onrado, a Manila engineer, for indulging in a "fire-water racket."

A STATISTICIAN reports "five counties in Kentucky in which no newspaper is published." He does not say how much whisky is made in these counties.

THE German frigate *Liepzig*, arrived at Nagasaki from Chefoo on the 25th September. She is expected to return to the last named port about the 12th instant.

WE are informed by the agent of the O. & O. S. S. Co., that the steamship *Arabic*, with mails of the 18th ulto., from San Francisco, has arrived at Yokohama, and will sail for this port to-morrow.

As will be seen from a notice in another place the annual meeting of the subscribers to the Hongkong Race Fund will be held in the Hongkong Club, on Friday next, the 12th inst. at 4.30 p.m.

THEY are agitating the divorce question in France, and the story is told that a young divorced woman married again, and found that her second husband had hired her first as a valet.

"ARE the jury agreed?" asked a judge of a court *attaché*, whom he met on the stairs with a bucket in his hand. "Yes," replied Patrick. "They have agreed to send out for half-a-gallon."

A BRONZE doorstep, inscribed with the name of Nebuchadnezzar, has just been placed in the British Museum. It was taken from the great temple of E-Saggil, at Borsippi, and, as it records the King's restoration to health, was perhaps a votive offering.

WE are given to understand that His Excellency Chang, the Viceroy of the Two Kwang, has been recalled by the Emperor in consequence of the late riot at Canton. His successor, whose name we cannot at present recall, was a Provincial Lekin Commissioner of Customs in Hupeh. The Viceroy will remain in Canton until the arrival of his successor.

JOHN WILLIAMSON, of Africa, stumped up to the tune of one dollar this morning, for being drunk and disorderly yesterday.

WE are informed by the agents, Messrs. Adamson, Bell & Co., that the steamer *Flintshire*, from London, left Singapore for this port yesterday.

NGAI AHING, another robber of the widow and orphan tribe, will languish in the "Retreat" for the next 6 months for having stolen $120 on the 24th of July last.

WE observe that the telegraph steamer *S 'e* was towed up Nagasaki harbour on the 27th ulto., to take in a full complement of bunker coal, prior to proceeding to England with all possible despatch.

MESSRS. KELLAR AND CUNARD, the Royal Illusionists, who are now performing in Shanghai, had a highly successful tour in Japan. The Nagasaki and Yokohama papers write in most flattering terms of Kellar's wonderful sleight-of-hand tricks.

THE following notice to the profession is extracted from a New Jersey paper of 1821:—"To be sold, on the 8th of July, one hundred and thirty-one suits at law, the property of an eminent attorney about to retire from business. [Note.—The clients are rich and obstinate.]"

LO LINGSING, a Chinese youth under 16 years of age, was sentenced this morning to receive one dozen strokes on the breech with a rattan, and to be kept for 14 days in solitary confinement for having stolen a silver hair-pin, valued at 50 cents, from the person of Yü Atsin, a widow.

"THIS is a big world," people are wont to say, yet unless a learned and mathematical scholar designs making us victims of misplaced confidence, forty such planets as this could float in like a bunch of toy balloons through a single one of the "spots" discovered on the sun's surface.

THE expelled French monastic Orders are securing commodious and picturesque abodes in the west of England. Manilla Hall and the grand hotel at Cleveden have been purchased near Bristol; and another association is now about to purchase Redland Court, a beautiful Devon country seat.

A LOVER in Derry township, who had gone west to make a home for his "Birdie," wrote to her: "I've got the finest quarter section of land I ever put my foot down on." "Birdie" wrote back: "Suppose you buy another quarter section, John, so that you can have a lawn around your foot." John made a home, but "Birdie" was never the mistress.

A VERY low church minister was accusing his curate with having taken part in a wedding breakfast. "But, sir," said the young man, in amazement, "our Lord himself was present at a wedding feast in Cana." "That's perfectly true, young man," answered the parson; "but, in my opinion, he had very much better have stayed away."

SAYS the Nagasaki *Rising Sun* of the 29th ulto.: The Russian men-of-war *Duke of Edinburgh*, *Skobeloff* and *Naiasdnick*, are expected from Wladivostock to-morrow, but will only make a short stay here. We learn that the newly-appointed Russian Minister to Japan is on board of one of them, and that the retiring Minister is a passenger by the *Tokio Maru*, due to-morrow.

A FRENCH geographer, M. Romanet du Caillaud, has written to the President of the Paris Geographical Society a letter urging that the meridian of Bethlehem should be chosen as the prime meridian for the whole world, thus avoiding all embarrassments arising from national vanity, "recognizing the grandest figure of humanity," and harmonizing geography and chronology by giving both the same initial point.

SAYS the Nagasaki *Express* of the 29th ulto.:—About 8 p.m. on Sunday last, a serious fire broke out in the coal mine at Miike, caused, we are informed, by the accidental bursting of a tub of oil. Thirty-six miners (convicts) and ten horses were burnt to death. Thirteen other convicts are also missing, but it is not known whether they have shared the same fate as the others, or made their escape. Great numbers were more or less burnt and otherwise injured. The fire was finally extinguished by closing up the entrance and excluding the air.

"EVER since half-past eleven o'clock, last night," was the answer given to us to-day, when asking how long the five or six hundred rickshas had been stationed in the vicinity of the Central Police Station awaiting re-registration. It seems a shame that the streets should be so blocked up, as they now are, by these rickshas and their drivers. The drivers cannot well be blamed for this, but we would venture to suggest that a certain number be called up for registration each day until the whole lot have "gone through the mill." If it be desired to see the "power of the club" in the hands of our Police Force, one need only loiter, for a very few minutes, amongst the hordes of rickshas surrounding the entrance to the Arbuthnot Road Mansion, and he will there see brutality in perfection, duly personified.

ABOUT the most sensible marriage ceremony we have heard of was that of an American merchant, who walked with his wife, in everyday garb, into the clergyman's parlour, and said: We desire to be married. Here is the license, strictly according to law. She is 22, and I am 32, and we are not only willing but anxious to join. We are both of sound mind, in fair bodily health, and know exactly what we are about. Please do it at once, in the briefest church form. Omit all the customary wearisome advice. You have never seen either of us before, don't know our circumstances, and your advice wouldn't be likely to stick. Don't say anything about the hereafter, because we know just as much about it as you do. Omit any long stereotyped prayer; and, particularly, omit kissing the bride, for I only regard you as an ordinary man and not at all divine, either in what you say or what you do. If you can, summon two intelligent adult witnesses. Now begin." He married them.

A REGULAR Lodge of United Service, No. 1341, will be held in Freemasons' Hall, Zetland Street, this evening, at 7.30 for 8 o'clock precisely.

A LION-TAMER quarrelled with his wife, a powerful virago, and was chased by her all round his tent. On being sorely pressed, he took refuge in the cage among the lions. "Oh, you contemptible coward!" she shouted, "come out if you dare."

LORD BACON told a story how a notorious rogue, being brought to the bar, and knowing his case to be desperate, instead of pleading, took to himself the liberty of jesting, and thus said, "I charge you, in the King's name, to seize and take away that man (meaning the judge) in the red gown, for I go in danger because of him."

SAYS the San Francisco *Morning Call*:—Notwithstanding the decision of Justice Field, delivered in the United States Circuit Court of California, that it was unlawful to cut off the queues of criminal Chinamen—though that course is pursued toward criminal white men—the New Jersey authorities take a different view of the matter. Five of the Mongols were convicted at Paterson of an attempt to murder one of their countrymen, a laundryman, because he washed for lower wages than is prescribed by the Chinese standard, and sentenced to one year each in the state prison. The rule of the New Jersey state prison, the same as in California, is to cut the hair of all convicts close. When the shears in the hands of the prison official were raised to perform this duty on the Chinese offenders, they broke out in pathetic lamentations; but the prison officer was inexorable, and their queues had to go. In this connection it may be stated that when a girl is sent to the House of Correction in this city her hair is cut close off, the same as that of the male offenders, including Chinamen, notwithstanding Judge Field's decision. It is difficult to see why the penalty of the violated law should not be visited the same on Chinamen as on white people. If to wear queues be a part of their religion and a badge of national honor, the argument might serve in China; out the laws of this country are passed without reference to the Chinese code, and are enforced with an equality that knows, or should know, no distinction between criminals on account of complexion or race.

A TOUCHING picture of the strict discipline to which the Prince of Wales was subjected when a child, comes to us from a German paper. It was at Windsor Castle. Miss Hillyard, the Prince's instructress,—"an earnest and pious person," the paper says—observed that, instead of learning his lesson, her Royal student was "looking into the garden and playing with his fingers on the window." She mildly asked him to get to work. He answered by putting his foot through one pane of glass and his fist through another. There were but three panes in the window, and as the Royal child was going for the third one with his head, his teacher interfered and told him to stand in a corner. He drew himself up to his full height and proudly observed: "I am the Prince of Wales." "I don't care a single——," said the lady, forgetting her allegiance, manners, and grammar in her passion; "if you was the Angel Gabriel himself, you'll have to stand in that there corner." But he was still obdurate, and so the Prince Consort was sent for. The fond father came at once bringing a Bible. He also brought a birch. Taking the heir to the British Empire on his knee, he read to him from Gal. iv. 2: "Now I say that the heir, so long as he is a child, differeth nothing from a servant, though he be the lord of all; but is under tutors and governors until the time appointed by his father." Turning then to Proverbs, Prince Albert read on: "He that spareth the rod hateth his son." With the discernment of childhood, "Wales" grasped the situation at once, while his father grasped the rod. After his temporary inversion, the boy stood in the corner, and for the remainder of the day evinced no desire for a chair.

ONE day a German soldier arrived at an inn in a Swiss town, fatigued, dusty and travel-worn. The landlord was on the point of telling him he was "full," but finally ordered the waiter to show the "old man" to a dismal little room in the upper part of the house. The waiter shortly after brought him a little book in which he was asked to sign his name, which he did, the waiter carrying it back to the landlord. "My God!" said the landlord, looking at the name and wringing his hands, "what have I done. In one of the servants' bedrooms! My hotel will be ruined." All the waiters were summoned, the handsomest suite of rooms in the house ordered in immediate readiness, and the conscience-stricken landlord departed for the upper region to make his apologies to the "old man," and to transfer him to more elegant quarters. "I beg ten thousand pardons. I would not have done it for the world, but I did not know that it was you—ten thousand pardons," said the quaking landlord, half out of breath. "But what have you done that you should need to be pardoned?" asked the "old man." "This room—it is not the room for you. It was a mistake. I did not know who it was. I have rooms for you below—an elegant suite of rooms—may I beg you to have your baggage removed to them at once?" "May I ask what is the matter with this room?" inquired the "old man," who had dropped off his coat and vest and rolled up his shirt-sleeves for a wash. "I have slept for years in quarters not so good or comfortable as this." "It is too small and the furniture is too ordinary. The rooms which I have for you below are those which I reserve for princes and distinguished guests." "What is the price of them?" inquired the old man. "Only 100 francs a day." "And the price of this room is how much?" "A bagatelle—but three francs." "Well, as my stay is short, you must excuse me if I do not change my quarters. I think I shall sleep as sound on that bed as on any bed in your house." And Von Moltke, the great military strategist, was allowed to remain undisturbed, much to the annoyance and chagrin of the landlord.

MURDERER on scaffold: "Here is the parson, here is the halter, but where is the bride?" "Here," said Jack Ketch, as he drew the bolt.

CHARLES MATHEWS is said to be the father of the following *jeu d'esprit* on hippophagy:—

"If horseflesh won't suffice to feed the masses,
The next resource will certainly be asses,
And Heaven only knows where that will end—
Some people won't have left a single friend."

THE Sydney *Bulletin* is responsible for the annexed paragraph:—His name was Philip Rooney. 'Twas said he was of Irish extraction, but on this point there was a little obscurity. He had been a soldier, but as glory was less in his line than bacon and cabbage, he changed his sword for a quart pot and took a bush public-house. But Phil's memory was good, and many important facts connected with the Indian Mutiny were still fresh in it. "You're right, sorr," he more than once observed, "it was a caution, an' faith I was in the thick of it—up to me nick. Divil a shot was fired I wasn't contagious to." "Know Sir Colin," we remarked, negligently. "Bedad, you make me laff," said the Rooney, gally. "Know him? an' we as thick as thieves. Many's the time he said—'Phil, sez he, go to the sergeant-major for a forlorn hope o' the Murphys (terrors the same Murphys wor), and turn the flank o' that division o' the rebels forninst you. Whistle Garryowen till you get round 'em, just to cheer the bhoys up a bit.' Begor, I mind the time when 35,000 o' the black divils surrounded us, and wedged us in that tight that young Flaherty, the drummer, had to walk over our heads for ray-inforcements, an' Larry M'Grath was plasthered up that tight against the adjutant's sarvint that he never left off spittin' blood and stuttherin' from that day to this. While we were stuck like this, makin' notices o' motion, widout carryin' thim out, the gineral said: 'Is private Rooney there?' 'Faix, I am,' sez I, comin to the presint. 'Thin proceed with the battle,' sez he. 'Yes, yer honor,' sez I, 'an' divil a saypoy was within the bawl of an ass of us in a brace of shakes.'" We have reason to know that Mr. Rooney is a man of the strictest integrity—one in whom the firmest reliance may be placed, especially when he relates his army experiences.

SAYS the *Times*:—London is slowly awakening to see that it is not only the biggest and the richest city in the world, but in many ways the grandest and the most historic. Rome has her ruins; Paris has her boulevards, palaces, and quays; Moscow has her Kremlin; and Constantinople her minarets and domes. Each of these, and, perhaps, some famous cities in Italy or Spain, are superior to London in the single element of beauty, of magnificence, or age. But the greatness of London lies in its historic continuity, in the survival of its true organic centuries in all their essential character. It possesses in the Abbey, in Westminster Hall, and in the Tower three of the noblest buildings in the world; all of them have an unbroken history of eight centuries; and are still devoted to the uses for which they were designed; and for 800 years they have all been the local seats of our national existence. These three great monuments are bound up with each other as well as bound up with the history of England. As cathedral, hall, and castle, no one of them has any superior in Europe. But, in the way that they are inwoven with the greatness, the genius, the poetry, the destinies of the country, as also in length and continuity of service, no one of them has its equal in Europe. The city which possesses all three has at once a dignity of her own; nor need we think of St. Paul's and the Temple, the Guildhall and Palace of Westminster, the parks, the bridges, and the docks to believe that we are truly citizens of no mean city. Neither mud nor smoke, nor stucco—neither vestries nor railways, can make London mean. For in the mass, in the antiquity, in the historic splendour of her national monuments, in the halo which the heroism, the crimes, and the imagination of eight centuries have shed over them, London remains to the thoughtful spirit the most venerable city of the modern world.

SAYS the *Rising Sun and Nagasaki Express* of September 29th:—In connection with the killing and wounding of Chinese subjects, by the native police, in the Foreign Settlement, on the night of the 15th inst., nothing further of public interest or importance has transpired. A private preliminary examination of the Chinese witnesses, and of the police implicated in the affair, was opened at the Saibansho yesterday, with what result we have not yet learned. The exact date for the official trial of the case has not been definitely fixed, but we understand that it will be commenced shortly. Respecting the Consular protest against the wearing of swords, which was forwarded to the Governor on the 18th inst., no reply has yet been received, and swords are still being carried by all the police. The Governor has once more refused to withdraw the orders respecting the searching of Chinese houses by the police, and detectives without a Consular warrant, and the Chinese Consul and his subjects still as strongly repudiate the Governor's jurisdiction over them; so the peace of the Settlement simply depends upon whether the police will again endeavour to use their doubtful authority or not. The whole of the Chinese community feel very strongly in the matter, and great numbers are fully prepared to resist and defend themselves in the event of the affair of the 15th being repeated—which is very improbable, as the Chinese Consul has officially notified the Governor that in case of another trouble with the police, in reference to the alleged native jurisdiction over his subjects, he will not be in a position to restrain them, nor can he, under the circumstances, hold them responsible for their actions. As regards the principal question at issue between the representatives of the two nationalities, we think that there can be but one opinion, viz:—that the Governor is entirely in the wrong in the matter, and that however much the Chinese may wish to avoid international difficulties with Japan, it will be impossible for them to submit to anything short of ample satisfaction for the recent affair, and an unequivocal denial of such power as is claimed by the Governor of Nagasaki.

"ABSCONDED, Phelim, Timothy, Aaron, Phil, and Paddy Blake, of Roscommon gaol, who broke into the turnpike, and carried off two pounds and six sucking pigs in silver and copper, with a canary and a bulldog, who had frieze-coats dreadfully given to bad language and a wheelbarrow that cannot look you in the face without winking, and ten shillings will be given for each of their apprehensions."

ONE day in spring, Sir Walter Scott and Lady Scott strolled forth to enjoy a walk around Abbotsford. In their wanderings they crossed a field where a number of ewes were witnessing the frolics of their lambs. "Ah!" exclaimed Sir Walter, "'tis no wonder that poets, from the earliest ages have made the lamb the emblem of peace and innocence." "They are, indeed, delightful little animals," returned her ladyship, "especially with mint sauce!"

THE following was published in Stockport in 1822:—

If in a damp and dirty cellar thou hast been,
And nodding over his loom a man hast seen,
Whose eyes were dim, whose cheeks were slim—
And squatted near him on a three-legged stool,
Hast seen a little ragged, pale-faced girl,
Preparing for her father many a spool,
And plucking many an end with many a twirl—
If searching in a basket thou hast seen
A hungry house, where once the bread had been,
And by the fire in female form, I ween,
With kerchief round her head, like one that griveth—
If thou hast this beheld, then thou hast seen
The melancholy fate of one that weaveth.

COLLISION BETWEEN THE S. S. "FANGTSZE" AND S. S. "KIANGTEEN."

A collision occurred in the Yangtsze this morning, October 4th, between Messrs. Siemssen & Co.'s steamer *Yangtsze*, Captain Casson, outward bound for Hongkong, and the China Merchants' S. N. Co.'s steamer *Kiang-teen*, Captain Boswell, inward bound from Ningpo. The collision took place inside the Kiutoan Lightship, about half past three o'clock, the *Kiang-teen* being on the north side of the channel. As the weather was clear and lights visible at a long distance, the cause of the collison is a mystery which will probably have to be solved by litigation or arbitration. The *Kiang-teen* was struck by the *Yangtsze* on the port bow, about fifteen feet from the stem. The former is a river paddle-wheel steamer with hurricane deck of light wood-work, while the latter is a screw steamer, with clipper bow. The stem of the *Yangtsze* penetrated the woodwork of the hurricane deck of the *Kiang-teen* making a "v" shaped rent extending several feet from the side; the deck parted at a cross beam a little further aft, and the fore part of the hurricane deck was twisted over to the starboard side, making a wide gap just at the companion ladder leading down to the forward compartment on the main deck, where the firemen have their quarters. The port anchor davit was bent, and other gear damaged, but the hull of the ship was not touched. The firemen, who were in their bunks at the time, escaped without injury, although that compartment is full of broken wood work. She only made a little water in the fore compartment, the collision bulkhead keeping the hold perfectly free of water. After the collision the *Kiang-teen* anchored, and took on board the damaged gear on the port side; she got under weigh shortly after daylight and came up to Shanghai this forenoon, and was moored at the Co.'s wharf near the East Gate. The *Yangtsze* put back and anchored below the shipping this afternoon. We hear that her starboard bow is stove in. She was to come up to the Hongkew wharf this evening, and her cargo will be transhipped to the *Chinkiang*, which arrived here to-day from Hongkong. The *Kiangpiau*, due here from Hankow on Saturday, will take the place of the *Kiang-teen* on the Shanghai-Ningpo line, leaving on Saturday afternoon.—*Courier.*

HEIGHT AND WEIGHT.

"You ask a very practical question: 'How much should a person of a given height weigh? Is there a standard between height and weight? A healthy child, male or female, grows in length by more than one-half its size during the first two years; it increases from fifty per cent. (19.685 inches) to about seventy-nine per cent. (31.10 inches). It trebles or quadruples its weight, that is to say, it weighs three to four kil. at birth (equals seven and one-half to ten pounds), ten kil. (twenty-five pounds) in the first year, twelve kil. (thirty pounds) in the second. On the average, a child (from six months to eight years) grows in length about six per cent each year (equal to 2.4022 inches); the weight of the body goes on increasing to the eighth year, rising in boys to twenty kil. (fifty pounds) and in girls to nineteen kil. (forty-seven and one-half pounds.) From this age (eight years) until puberty boys increase in height fifty-five per cent. (2.165 feet) each year, reaching at the age of twelve years a height of 148 cent. (over 4.85 feet, and girls 135 cent. (4.431 feet) on the average. Boys gain about two kil. (five pounds), in weight per year, girls a little more, so that in the twelfth year children of both sexes weigh on the average about thirty kil. (seventy-five pounds). From thirteen to twenty years youths grow some thirty cent (11.8 inches), girls twenty cent. (7.8 inches). The increase of weight is even more rapid than before, reaching fifty-eight kil. (145 pounds) in boys eighteen years old, and in girls of the same age fifty-one kil. (127½ pounds). In the twenty-fifth year the man is 168 cent. (over five and one-half feet) in height and weighs sixty-three kil. (157½ pounds), while the woman is 157 cent. (5.15 feet) in height, and weighs sixty-three kil. (157½ pounds). Man in the twenty-five attains his maximum weight, 65.5 kil. (163 pounds), and then begins to lose flesh. Women continue to grow heavier, reaching about fifty-six kil. (140 pounds) until the fifteenth year. Between forty-five and sixty men become more corpulent and women rapidly grow older in both, they alter of the body distributes."—*Wagner's Geography.*

It is desirable that a person, whether suffering in health or otherwise, to know as near as possible what the normal weight should be. We are indebted to the [illegible] Dr. Hutchinson for weighing tables showing the weight of various statures (i.e., height), an obvious relation between the height and weight, particularly regarding the tables, it will be seen that the increased weight was as heavy as [illegible] pounds for every inch in height [illegible] and weighed fifty pounds [illegible] upwards.

The following is given as the relative height and weight [illegible]

Five feet one inch should be [illegible]
Five feet two inches should be [illegible]
Five feet three inches should be [illegible]
Five feet four inches should be [illegible]
Five feet five inches should be [illegible]
Five feet six inches should be [illegible]
Five feet seven inches should be [illegible]
Five feet eight inches should be [illegible]
Five feet nine inches should be [illegible]
Five feet ten inches should be [illegible]
Five feet eleven inches should be [illegible]
Six feet [illegible]

—*Buffalo Commercial.*

The Hongkong Telegraph.

No. 529. MONDAY, OCTOBER 8, 1883. SIX DOLLARS PER QUARTER.

THE SUPREME COURT OF HONGKONG 9 OCT 83

For Sale.

SHOOTING SEASON
1883-1884.

LANE, CRAWFORD & Co.,
HAVE RECEIVED THEIR ASSORTMENT
of
SPORTMENS' AMMUNITION AND SUNDRIES,
comprising:—

SPORTING GUNS, in newest styles, in Cases Fitted.
ELEY'S NEW METAL LINED and other CARTRIDGE CASES.
WHITE, GREY, and GREASE PROOF WADS.
CYLINDRICAL WIRE CARTRIDGE CASES.
CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUNPOWER.
Re-capping, Loading, Ramming and Turnover MACHINES.
CARTRIDGE BAGS and BELTS.
GAME BAGS.
SHOOTING BOOTS.
POWDER and SHOT MEASURES and FLASKS.
DOG WHISTLES and WHIPS.
REVOLVERS, by best English and American Makers.
TINNED PROVISIONS for SHOOTING TRIPS.

LANE, CRAWFORD & Co.
Hongkong, 17th September, 1883. [340

Insurances.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) .....Tls. 420,000.00
PERMANENT RESERVE .....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 318,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883 .....Tls. 968,235.56

DIRECTORS.
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C. LUCAS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

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Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [85

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL $833,333.33.
RESERVE FUND..... $70,858.27.

BOARD OF DIRECTORS.
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MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [670

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [470

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1883. [106

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. G. A. GROSSMANN in Our Firm CEASED on the 31st August, 1883.

GROSSMANN & Co.
Hongkong, 1st September, 1883. [710

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606

NOTICE.

MR. RUTTONJEE DADABHOY TATA is authorised to sign OUR FIRM from this date.

TATA & Co.
Hongkong, 1st October, 1883. [746

Intimations.

ROYAL YORK HOTEL,
OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY,
Proprietor.
503]

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. [502

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.
Hongkong, 25th January, 1883. [589

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS..... $22 per Case.
PINTS..... $23 per Case.

Apply to
MELCHERS & Co.
Hongkong, 2nd March, 1882. [8

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE SILK of all kinds.
Apply to
FUNG TANG,
OF HEE CHEONG CHING HONG,
42, Bonham Strand.
Hongkong, 6th August, 1883. [624

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [469

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA.
No. 51, B., QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [343

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL. [471

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING .....50 Cents.
SHAMPOOING .....25 "
SHAVING.....25 "
TRIMMING BEARDS .....25 "

LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—

EVERY DAY.....$4.00 Per Month.
EVERY OTHER DAY...$3.00 "
TWICE A WEEK .....$2.00 "

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Iced Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET.
Hongkong, 12th June, 1883. [458

Intimations.

SAYLE & CO.'S
SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.
SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND BONNETS IN NEWEST SHAPES.
FEATHERS, FLOWERS, MILLINERY, SILKS, VELVETS, SATINS, &c., &c., &c.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 8th October, 1883. [730

KELLY & WALSH

HAVE JUST RECEIVED.

LITTLE BEAUTY CIGARETTES.
VANITY FAIR CIGARETTES.
NEW VANITY FAIR CIGARETTES,
GENUINE HAVANA CIGARS
OF
THE FOLLOWING CHOICE BRANDS. VILLAR VILLAR, LA FLOR, LA FLOR DE HENRY CLAY, BELINDA, ROSA DI SANTIAGO, LA ESPANOLA, FLOR DE ALMA, FLOR DE MURIAS, LA DALIA, FLOR DE MAYO, LA MATILDE H DE CABUNAS Y CARBAJAL, INDUSTRIA Y COMERCIO, ANDREW Y J. ROJAS, &c., &c., &c.

KELLY & WALSH.
Hongkong, 15th September, 1883. [560

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.
WALDTEUFEL ALBUM.
MUSICAL FAVORITE.
SUNSHINE OF SONG.
SILVER WREATH.
LA CREME DE LA CREME.
ROBERT FRAUN'S ALBUM.

SCOTTISH SONGS.
MOORE'S IRISH MELODIES.
GERMAN SONGS.
SILVER CHORD.
MUSICAL TREASURE.
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.
THE POLYOPTICON!

W. BREWER,
QUEEN'S ROAD.
Hongkong, 6th October, 1883. [703

NEW GOODS.
FOR THE AUTUMN SEASON.
ROSE & CO.
HAVE JUST RECEIVED A LARGE AND CHOICE VARIETY OF
LADIES' AND CHILDRENS'
FELT AND BEAVER HATS
IN
THE LATEST STYLES AND NEWEST COLORS.
ALSO
FLOWERS, FEATHERS, KID GLOVES,
AND
LADIES' AND CHILDRENS'
BOOTS AND SHOES.
CHILDRENS' SHOES.....FROM $0.85 PER PAIR.
LADIES' " .....1.00 "

ROSE & Co.,
31 AND 33, QUEEN'S ROAD.
Hongkong, 25th September, 1883. [716

Intimations.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of SHAREHOLDERS in the above Company, will be held at the Office of the Undersigned, on SATURDAY, the 13th instant, at THREE O'CLOCK P.M., in accordance with the Provisions of Ordinance 1 of 1877.

WILLIAM LEGGE,
Acting Secretary.
Dated the 4th day of October, 1883. [750

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB is hereby convened for WEDNESDAY, the 10th October next, at FIVE P.M.

SPECIAL BUSINESS.

By Order of the General Committee,
A. O'D. GOURDIN,
Acting Secretary.
Hongkong, 27th September, 1883. [723

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [673

SPECIAL NOTICE.

A CIRCULAR HAS BEEN ISSUED FROM 8, BEACONSFIELD ARCADE BY MR. A. HAHN, in which that person states he has decided to form what he calls a "CLUB FOR CAPTAINS," in order to supply a want, which, he says, exists for such an institution, to provide Captains of vessels visiting this harbour with accommodation for obtaining MEALS AND OTHER REFRESHMENTS AT ALL HOURS.

This circular states that the Captains of vessels coming to Hongkong are badly catered for by the few so-called Hotels, and in so doing grossly libels the Hotel and Innkeepers of the Colony.

Mr. HAHN intends to provide a place where Meals can be had at all hours, and where Captains can meet and discuss any matters of importance in connection with seafaring interests. Each Room will be Elegantly and Comfortably FURNISHED, and a BILLIARD TABLE and a PIANO will be provided in each room. There will also be MUSICAL EVENINGS and DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS of Hongkong I protest against Mr. HAHN, who carries on Business as a Piano tuner and repairer, or any other person, being permitted to infringe on our rights by establishing what is simply AN UNLICENSED PUBLIC HOUSE. We pay the Government a sum of $300 per annum for a spirit license, and $50 per annum for each billiard table and have, besides, to close our places at certain hours. Mr. HAHN proposes to SELL SPIRITS and other LIQUORS, to run THREE BILLIARD TABLES and to KEEP OPEN AT ALL HOURS without paying any license whatever.

How can such a Club as this be legally established for persons who are non-resident in the Colony? Mr. HAHN refers to the Engineers Institute, but that association, which is conducted by resident Engineers, does not Sell Spirits, does not run Billiard Tables, nor does it Keep Open House for the supply of Refreshments at all hours, or give Musical and Dancing evenings.

It is the duty of the authorities to protect the interests of the Hotel and Innkeepers, and to see that the laws are not violated by the establishment of UNLICENSED PUBLIC HOUSES of the class of this proposed "Captain's Club." We do not object to legitimate Clubs, but Mr. HAHN's proposed enterprise is not a Club in any sense of the term.

This is not the first attempt that this person has made to run a business of this kind without paying a license. Not so long ago he gave Italian Night Entertainments at Kowloon which became a regular haunt of the gay women of the Colony, but as a license to sell drink was refused, both the Italian Entertainments and Mr. HAHN soon came to grief. He afterwards had a so-called Club, where Masquerade dances were a special attraction, but this also fell through. And now comes this "Captain's Club" for non-residents.

It is for the authorities to investigate this matter and to put a stop to any attempt to evade the law.

A HONGKONG INNKEEPER.
Hongkong, 29th September, 1883. [729

A CARD.

PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES AT
No. 6, QUEEN'S ROAD EAST.
Next Door to the Temperance Hall.
Terms Moderate.
Hongkong, 10th July, 1883. [552

NOTICE.

HE CHUNG, SHIPS' PLUMBER, BLACKSMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.
Hongkong, 4th August, 1883. [620

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATORIE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.
CHARGES STRICTLY MODERATE.
Address—Messrs. KELLY & WALSH,
Queen's Road.
Hongkong, 1st March, 1883. [168

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship
"CHARLES BAL,"
Watson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [744

FOR NEW YORK.

THE 3/3 L. I. I. American Bark
"OBED BAXTER,"
Baxter, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [742

FOR NEW YORK.

THE A. I. British Ship,
"LOTHAIR,"
Boulton, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd October, 1883. [743

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"PAUL JONES,"
Gerrish, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [666

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING,"
will be despatched for San Francisco, via Yokohama, with option of calling at Honolulu, on SATURDAY, the 13th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 12th October. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 8th October, 1883. [1

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF PEKING," the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

F. E. FOSTER,
Agent.
Hongkong, 2nd October, 1883. [1

To be Let.

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
"BISNEE VILLA" Pokfoolum, Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 31st August, 1883. [7

TO LET.

"STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing Four Rooms and Large Centre Room, Servants' Rooms and Outhouses, Gardens and Tennis Lawn, &c. Within Three Minutes Walk of the Pier.
For Particulars, apply to
STEPHENS & HOLMES,
Solicitors.
Hongkong, 22nd September, 1883. [713

TO LET.

THE PREMISES now occupied by us, No. 11, Queen's Road Central.
For further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [607